



Giro d'Italia

8-30 MAY 2021



REUNIFICATION

f i t y u
GIRODITALIA.IT

La Gazzetta dello Sport
Tutto il rosa della vita






RCS Sport
Move your Business

UCI **WORLD TOUR**

FOLLOW THE GIRO D'ITALIA

OFFICIAL WEBSITE
WWW.GIRODITALIA.IT

SOCIAL MEDIA #GIRO

-  Facebook ([giroditalia](https://www.facebook.com/giroditalia))
-  Twitter ([@giroditalia](https://twitter.com/giroditalia))
-  Instagram ([@giroditalia](https://www.instagram.com/giroditalia))
-  Youtube (Giro d'Italia)
-  Dailymotion (Giro d'Italia)

OFFICIAL APP
Available on Apple Store
and Google Play Store

OFFICIAL RADIO
ITALY Radio RAI
URUGUAY Radio Oriental

OFFICIAL BROADCASTERS

ITALY RAI 2, Rai Sport +HD | **EUROPE, SOUTHEAST ASIA AND INDIAN SUBCONTINENT** Eurosport, Eurosport Player, GCN+ | **SWITZERLAND** SRG SSR | **SOUTH AMERICA** ESPN Latinoamerica | **BRAZIL** ESPN Brasil | **THE CARIBBEANS** ESPN Caribbean | **MEXICO & CENTRAL AMERICA** TUDN | **COLOMBIA** Caracol | **AUSTRALIA** SBS | **JAPAN** J Sports | **CHINA** Zhibo TV | **SUB-SAHARAN AFRICA** Supersport | **NEW ZEALAND** SKY Sport | **NORTH AMERICA, AUSTRALIA, JAPAN, MIDDLE EAST, AFRICA** GCN+

REGULATIONS

ART.1

FORMULA AND ITINERARY

"RCS Sport S.p.A.", in the person of Director Mauro Vegni, calls and organizes the 104th GIRO D'ITALIA, an international cycling stage race on the UCI WorldTour – Grand Tours Calendar. RCS Sport S.p.A. has its headquarters in Milan, via Rizzoli, 8 – tel. 0039.02.2584.8764 – fax 0039.02.2900.9684 – e-mail ciclismo.rcssport@rcs.it, website www.giroditalia.it.

The Giro d'Italia, which is raced in compliance with the International Cycling Union Regulations, is reserved to the Men Elite category riders belonging to "UCI World Teams" and, by invitation only, to "UCI Pro Teams", according to the provisions set out in art. 2.1.007 bis of the UCI Regulations. Every Team will be formed of eight (8) riders, in accordance with the provisions of art. 2.2.003 of the UCI Regulations.

The race will start in Torino and finish in Milano, featuring the following stages:

STAGE	DATE	START - FINISH	KM
1 ^a	5 Wed	PRELIMINARY OPERATIONS	8.6
	6 Thu	PRELIMINARY OPERATIONS	
	7 Fri	PRELIMINARY OPERATIONS	
	8 Sat	TORINO - TORINO TISSOT ITT	
2 ^a	9 Sun	STUPINIGI (Nichelino) - NOVARA	179
3 ^a	10 Mon	BIELLA - CANALE	190
4 ^a	11 Tue	PIACENZA - SESTOLA	186
5 ^a	12 Wed	MODENA - CATTOLICA	187
6 ^a	13 Thu	GROTTE DI FRASASSI - ASCOLI PICENO (San Giacomo)	177
7 ^a	14 Fri	NOTARESCO - TERMOLI	162
8 ^a	15 Sat	FOGGIA - GUARDIA SANFRAMONDI	170
9 ^a	16 Sun	CASTEL DI SANGRO - CAMPO FELICE (Rocca di Cambio)	158
10 ^a	17 Mon	L'AQUILA - FOLIGNO	139
	18 Tue	Rest day	
11 ^a	19 Wed	PERUGIA - MONTALCINO Brunello di Montalcino Wine Stage	162

12 ^a	20 Thu	SIENA - BAGNO DI ROMAGNA	209
13 ^a	21 Fri	RAVENNA - VERONA	198
14 ^a	22 Sat	CITTADELLA - MONTE ZONCOLAN	205
15 ^a	23 Sun	GRADO - GORIZIA	147
16 ^a	24 Mon	SACILE - CORTINA D'AMPEZZO	212
	25 Tue	Rest day	
17 ^a	26 Wed	CANAZEI - SEGA DI ALA	193
18 ^a	27 Thu	ROVERETO - STRADELLA	231
19 ^a	28 Fri	ABBIATEGRASSO - ALPE DI MERA (Valsesia)	176
20 ^a	29 Sat	VERBANIA - VALLE SPLUGA - ALPE MOTTA	164
21 ^a	30 Sun	SENAGO - MILANO TISSOT ITT	29.4
Total km 3'478.0			

In accordance with the provisions of articles 2.10.002 ter, and 2.10.008 of the UCI Regulations, the points awarded by the race for the "Individual UCI World Ranking - stage races" are as follows:

Final General Classification

To the first 60 riders of the final general classification, respectively:
 850 – 680 – 575 – 460 – 380 – 320 – 260 – 220 – 180 – 140 – 120 – 100 – 84 – 68 – 60 – 56 – 52 – 48 – 44 – 40 – 32 (from the 21st to the 25th) – 24 (from the 26th to the 30th) – 20 (from the 31st to the 40th) – 16 (from the 41st to the 50th) – 12 (from the 51st to the 55th) – 8 (from the 56th to the 60th) points.

Stage Classification

To the first 5 riders of each stage, respectively:
 100 – 40 – 20 – 12 – 4 points.

Stage Leader – Individual General Classification

20 points.

Final Points and Mountains Classification

To the first 3 best-placed riders, respectively:
 100 – 40 – 20 points.

The Racebook of the 104th Giro d'Italia details each stage, timetables, start and finish sites, coordinates of the mandatory passing points (PPO), distances in kilometres together with the relevant stage route maps and profiles, with a detailed description of the race route and of the final kilometres of each stage.

The Giro Director, subject to prior notification to the UCI Technical Delegate and to the Chief Commissaire, can change the timetables and/or itineraries, if need be, giving prior notice to the interested parties.

ART.2 ENROLMENT

A) After confirming their participation, the invited Teams shall submit the list of participants within April 18, 2021, in accordance with the provisions of article 1.2.049 of the UCI Regulations. In any case, the Organizer, to the purpose of safeguarding the image and reputability of cycling in general or its own race, reserves the right to reject, up to the start time, the Riders or the Teams which, by their acts or statements would prove to neglect the principles of sport fair play and the undertaken commitments as set forth in Article 1.1.023 of the UCI Regulations.

Furthermore, in the event the Riders or the Team would fail during the race in complying with the principles set out in the foregoing paragraph, the Organizer shall also reserves the right to expel them from the race at any time, in compliance with the provisions set out in Article 2.2.010 bis of the UCI Regulations

B) By and no later than 10:00 am of Wednesday May 5, 2021 each Team shall notify, either via fax or e-mail, the final list of the eight titular riders, plus two substitutes, so as to allow the completion of the “*suivi médical*” on the following day. License check will take place on Friday, May 7, 2021 at 9:00 am, followed at 10:00 am by the Technical Briefing of the Giro

Management with the Commissaires’ Panel, the UCI Technical Delegate and the Sport Directors on the premises of the Sermig Arsenale della Pace Via Andreis int. 18 Torino, in compliance with the provisions set out in articles 1.2.087-88/2.2.093 of the UCI Regulations.

C) The “Race security briefing”, to be attended by all persons who will be driving a car or a motorcycle in the race convoy, including a representative of the television production and a representative of the Police, will follow at 11:30 am, in compliance with Article 2.2.034 bis of the UCI Regulations.

ART.3 ORGANIZING MANAGEMENT AND COMMISSAIRES’ PANEL

The Giro Director is in charge of the general management of the event with the cooperation of the Vice-Directors, the Safety Manager, the Regulators and of the members of the Organization he personally appointed.

The Chief Commissaire, in cooperation with the members appointed by the UCI and by the FCI (Italian Cycling Federation), ensures the management and sporting control of the race. Furthermore, pursuant to art. 2.2.022 bis of the UCI Regulation, he/she will be granted support by Commissaires specialising in equipment control and by the TV Support Commissaire.

The motorcycle Commissaires and the finish Judge act according to the duty assigned to them by the Chief Commissaire. They are appointed by the CNGG/FCI and exercise their duty as follows:

- in the number of four, riding a motorcycle, and for the entire duration of the Giro;
- in a sufficient number in order to ensure the required control during the individual time trial stages.

The finish Judge is in charge of classifications. The classifications and the Commissaires’ decisions shall be conveyed to the Giro

Management for communication to the Sport Directors and to the accredited press by means of “daily communiqués”.

In case of exceptional circumstances susceptible to endanger the safety or to distort the normal course and therefore the relevant technical result of the race, the Giro Director, in common consent with the Chief Commissaire, having heard the opinion of the UCI Technical Delegate, of the Representative of the CPA and of the LCP Technical Commission, can at any moment decide (art. 2.2.029 of the UCI Regulations):

- A)** to modify the route of a stage;
- B)** to temporarily neutralize the stage;
- C)** to stop the stage and give a new start;
- D)** to definitively stop the stage;
- E)** to declare the stage null and void.
Consequently, after consulting the Giro Director, the Chief Commissaire may enforce the following sporting decisions:
- F)** to cancel or keep the gaps recorded in the event the stage was neutralised or stopped, taking into account the gaps recorded at the time the accident happened;
- G)** to cancel or keep the results recorded concerning the Intermediate Sprints and Categorised Climbs;
- H)** to consider the stage as not raced.

The Giro Director, furthermore, might summon the representatives for the “Protocol for discussions regarding extreme weather and the riders’ safety during events”, in compliance with UCI article 2.2.029 bis. In such a situation, decisions can be taken and/or confirmed on the morning of the stage (see the “Extreme Weather Protocol”. Annex B of the UCI Regulations, Part II).

ART.4 GENERAL PROVISIONS

The subjects listed hereunder are bound to comply with the present regulations, and – for all that is not regulated under the present ruling –

with the current regulations issued by the International Cycling Federation:

- the racing Riders;
- the Sport Directors and the Teams staff;
- all the Giro’s followers duly accredited by the Organizer in a recognized and acknowledged official position.

ART.5 RIGHTS AND DUTIES OF RIDERS

All the enrolled Riders have the right, in compliance with the regulation in force, to compete in all the classifications included in the race program: *i.e.* stage classifications, general and special classifications, They are consequently required to maintain a responsible race behaviour and to refrain from promoting or supporting any mass demonstration susceptible to assume the character of fraudulent agreements prejudicing other competitors, or to appear as a protest against the Organizer or the Commissaires’ Panel or other official followers whatsoever.

Moreover, the enrolled riders are bound to the following:

- A)** to carry a frame number and wear two body numbers duly provided by the Organization. These numbers may not be altered (UCI art. 1.3.076/077).
During time trial stages, only one identification number will be required;
- B)** in all the stages, exception being made for individual time trial stages, to carry a transponder supplied by the Organization and to be affixed on the bicycle frame, for the automatic reading of their passage position on the finish line and in some other sections determined by the Organization. However, the photo finish with time-recording band at the finish will be the reference for the finish order. Failure in complying with such obligation shall be considered as an infringement equivalent to the absence of body number and consequently punished in accordance

with Article 2.12.007 point 3.5.2 and/or 3.5.3 of the UCI Regulations

- C)** to wear the jersey of their team as well as – should it be the case – the World, Continental and National Champion jerseys;
- D)** the Leaders of the General classification, of the Points classification, of the Best Climber classification and of the Best Young classification shall wear the Maglia Rosa, the Maglia Ciclamino, the Maglia Azzurra, and the Maglia Bianca, respectively, all of them duly provided by the Organizer. This order also sets the priority between the different Leader's distinctive jerseys, so that in the case a rider would be leading more than one classification, he would wear the distinctive jersey having a priority in the above-mentioned order. The remaining jerseys would be worn, at an honorific title, by the next following riders in the ranking of the respective classifications, provided that they are not already entitled to a different classification (UCI art. 2.6.018). The jersey-holder is required to wear his distinctive garment from the sign-on procedure time up to the awards ceremony and during any press conference
- E)** to refrain from answering interviews during the race;
- F)** to quickly clear the left side of the road for motorcycles and vehicles authorized to overtake the group;
- G)** in case of dropout, to remit the body number to a Commissaire or to the Broom wagon. On request of that same Rider and of his Sport Director, authorization may however be granted by the Organization to take part in another cycling event in the same period, after obtaining the agreement of the Chief Commissaire and of the UCI (UCI art. 2.6.026);
- H)** to refrain – after having crossed the finish line – from crossing the line a second time while still wearing their body number and carrying the transponder, and thus until

the finish Judge or the Commissaires at the finish in charge authorize the crossing (UCI article 2.12.007 point 1.6);

- I)** the Maglia Rosa holder and the Stage winner shall show up at the pressroom in order to attend a press conference with the accredited journalists for a maximum of 20 minutes (UCI art. 2.2.082);
- J)** when convened by the Chaperons, the riders are to go to the premises indicated by the Organization for undergoing the anti-doping tests in compliance with the provisions set out in the UCI Regulations, part 14.

ART.6

RIGHTS AND DUTIES OF THE TEAMS

The Teams are represented by their Sport Directors. They have two cars at their disposal to follow the race, and other service vehicles that are not authorized to slip into the official race convoy.

At the time of the accreditation procedures, the Sport Director shall provide the list of the official components of the Team staff for which he is responsible. The accreditation will be acknowledged to the bearers of an identification card issued by their national Federation and indicating their UCI ID and status.

Moreover, Sport Directors are requested:

- A)** non to overtake the peloton if not authorized to do so by a Commissaire or by the Race Management;
- B)** not to reach the head of the peloton to give assistance to one of their riders in case of puncture or mechanical incident, but to wait for the rider at the tail-end of the peloton;
- C)** not to overtake the peloton in the last ten kilometres of the race and to never draw up level with any Rider, in time trial stages, save in the case of an accident which forces the Rider to dismount;
- D)** to observe the established vehicles running order by driving up in a column on the right side of the road;

- E)** to strictly obey the “Norms of Behaviour” set in the Traffic Code rules established by the Italian Legislation, in case article 2.3.017 of the UCI Regulations is applied for technical-sporting reasons;
- F)** not to give any broadcast interview during the last ten kilometres of the race (UCI art. 2.2.069);
- G)** to clearly identify the person behind the finish line area, in charge with the assistance to the Riders and with the arrangement of those due to attend the awards ceremony.
- H)** Be informed of, comply with, and ensure compliance by all the team members with the provisions contained in the official race communiqués that the Direction sends out to all the team managers, as these are an integral part of the present Regulation.

ART.7

RIGHTS AND DUTIES OF THE FOLLOWERS

Only the persons identified by a special identification sign and in attendance to the service of the Organization are entitled to follow the race, together with persons having duly acknowledged functions, who shall be able to perform their activity by using the equipment made available by the Organizer. Under-age persons are not allowed to follow the race.

All the persons having an official accreditation to the Giro are committed to refrain from, and cause that Organizations or Groups they represent to also refrain – both during the race and at the stages’ stops – from any advertising action whatsoever (distribution of posters, caps, leaflets, sale of products, public meetings, etc.) as well as from promoting actions not intended to emphasize the sporting set-up of the event.

Likewise, it is also strictly forbidden to take arrangements for any kind of inscriptions on the road or on the buildings alongside the route, being the same in any case subject to the provisions of the law and to the penalties regarding the respect of public and private property.

Mobile road advertising, as well as advertising on the start and finish premises, are ruled by special regulations issued by the Organizer.

It shall be furthermore specified that any form of advertising or commercial and promotional campaign whatsoever, connected or in coincidence with the Giro d’Italia, not ruled under the present regulation, and related to business names, slogans, images, products related to Organizations and Teams, is subject to previous agreement by the Giro Director.

ART.8

IDENTIFICATION BADGES AND FOLLOWING VEHICLES

While filing for accreditation in order to follow the race, the owner of the relevant vehicle shall present a list of the persons due to be on board of the same, declaring their mansions, and shall also undersign a commitment form listing the accreditation general provisions to which accredited subject shall comply with. Each and every change occurring during the Giro shall be notified to the Giro Director and approved by the latter.

The person responsible for the vehicle will be provided with an adhesive identification badge to be visibly placed on the front and rear part of the same.

In case of possible theft of the identification badge, the owner of the vehicle is requested to denounce the fact to the Giro Director as well as to the Traffic Police Authority that is following the event.

All vehicles following the race shall circulate in accordance with the provisions set forth in the “Guidelines for vehicle circulation in the race convoy” (issued by the UCI).

Only cars guided by drivers possessing a license with an ID, and who have attended the “Race security briefing” are authorized to follow the race. Buses, trucks, vans and other vehicles taller than 1.66 m. are considered as “out of the race” service vehicles and are not allowed to follow the race.

Any kind of over-structure placed on the roof or on the sides of the vehicle (advertising panels,

luggage, and so forth) is strictly forbidden. All the accredited vehicles shall be equipped with radio receivers on the FM frequency of 149.850 MHz for the broadcast of race information.

Drivers of accredited vehicles shall comply not only with the enforced rules of the Traffic Code, but also with the provisions issued by the Giro Director.

The Giro Management reserves the right to momentarily or definitely withdraw the official badges, also upon request of the Commissaires' Panel.

The Highway Police Agents escorting the Giro shall supervise the enforcement of the decisions taken by the Giro Director and are also in charge with the traffic regulation during the race.

ART.9

MEDICAL SERVICE

The Medical Service appointed by the Giro Director, is formed by an adequate number of Doctors and Paramedics; the service is operative during the race and available before the start and after the crossing of the finish line. If need be, Doctors are the sole persons responsible for transporting riders to the hospitals listed in the Technical Guide for each stage.

In the race, in case of any major treatment or treatment on hill-climbs, the Race Doctors shall stop to administer the treatment.

Moreover, at the end of each stage, a medical squad with an ambulance and a mobile X-ray unit will be available on the premises of the Team Bus Parking.

ART.10

TECHNICAL ASSISTANCE

Technical assistance is provided for by three vehicles of the SHIMANO company, duly supplied with spare wheels and bicycles available in various sizes.

Moreover, in the mountain stages, on climbs or in segments with remarkable difficulties, one motorcycle of the SHIMANO company,

supplied with a pair of spare wheels, will service the riders.

ART.11

PRE-STAGE OPERATIONS

The start gathering of each stage will take place on the site mentioned in the Technical Guide. As far as road race stages are concerned, the presence of the Riders at the Podium for the signature of the starting sheet is mandatory, and teams shall be required to turn up, all riders together, according to a given order that will be communicated every day (UCI art. 2.3.009).

The assembly point for the peloton's transfer to the real start will take place near that same area.

ART.12

SIGNPOSTS

The Organizing Society shall place the necessary signposts along the race route. For each stage, detailed information about safety and about the roads situation will be provided in the daily Race Communiqués. The Organizer is in no way liable for route misinformation of the Riders due to violation or removal of the road signposts.

ART.13

FEEDING

Riders might be supplied with refreshments directly from the vehicles of their own Team, starting from the 30th kilometre after the start and up to twenty kilometres remaining to the finish. Feeding from moving vehicles is strictly forbidden from the beginning of the climbs up to the end of the descents.

Exemptions could be granted in the presence of special circumstances and shall be regulated and announced by the Commissaires' Panel through radio-tour (Articles 2.3.025/025 bis/26/27 of the UCI Regulations) Dedicated waste collection areas, referred to as 'Green Areas', will be set up along the route and in the race finale, in accordance with the stage features. Such areas will be clearly marked, and managed by dedicated personnel. The location

of the Green Areas will be disclosed daily in the 'Start Arrangement' communiqué. Food supply arrangements are to be taken care of by the respective teams and at their own expenses.

ART.14 LEVEL CROSSINGS

Going through closed – or closing – level crossings indicated in the Technical Guide and along the route by signposts reading "1km. P.L." (level crossing in 1 km), is strictly forbidden. Riders who should infringe such rule, besides incurring in the provisions of the law (violation of the Traffic Code) will be expelled from the race or from the finish standing by the Commissaires' Panel which will handle the situation – after obtaining the agreement of the Organizing Director – according to the provisions set out in Articles 2.3.034 and 2.3.035 of the UCI Regulations.

ART.15 STAGE FINISHES

Stage finishes shall be announced in advance by a red triangle located one kilometre from the finish line and by an arch reading "ARRIVO" ("FINISH") in coincidence with the time keeping and photo finish line.

It is mandatory for all vehicles to perform a detour from the race route where indicated by the Organizer, in order not to cross the finish line, exception being made for the Race Direction, Commissaires' Panel and Race Doctor cars.

ACCIDENTS IN THE LAST 3 KM

Article 2.6.027 of the UCI Regulations, which is enforced in the case of a crash, puncture or mechanical incident beyond the signpost indicating the finish within three kilometres, and according to which the rider(s) involved and/or affected shall be credited with the time of the group in whose company he was (they were) when the accident occurred, will be enforced in the following stages: 2, 3, 5, 7, 10, 12, 13, 15 and 18. For all that is not regulated under this ruling, the irrevocable decision taken by the

Commissaires' Panel in consultation with the Organization Management shall apply.

PROTOCOL FOR STAGES EXPECTED TO FINISH IN BUNCH SPRINTS

The above-mentioned protocol will be enforced in stages 2, 5, 7, 10, 13 and 18 for calculating time gaps.

ART.16 TIME TRIAL STAGES General Provisions

The Riders shall use bicycles complying with the parameters and measures set up by the UCI Regulations.

On the start line, the riders will be held by personnel appointed by the Race Direction.

Each rider will be escorted by one car.

The vehicle shall follow at least 10 meters behind the rider and shall never draw up level with him. (art. 2.4.017, 2.4.018, 2.4.019).

Individual Time Trials

- Torino – Torino (stage 1)
- Seregno – Milano (stage 21)

For the first time trial stage, Team Managers will indicate their riders' starting order on Friday 7 May 2021, during license check, and the teams start order will be determined by drawing lots during the Technical Briefing. Should the field of competitors include the winner of the previous Giro or the World and/or Continental Champion for the specialty, however, he shall be the last to take the start.

Should both of them be present, the winner of the last Giro edition shall be the last to take the start

In the following individual time trial stages, riders will start in reverse order of the general individual classification by time of the previous stage. The last rider to take the start will be the Maglia Rosa. In the case that two or more riders belonging to the same team should result in consecutive starting order, the Commissaires' Panel could change that order by inserting competitors from other teams who are

immediately preceding or following them in the general classification.

Riders shall set off at identical intervals of 1' to 3'. The Director of the Giro, by common consent with the Chief Commissaire, is empowered to adopt different intervals as far as the last 15 riders to set off are concerned.

ART.17

TIME BONUSES

Time bonuses mentioned in this Article are valid to the sole purpose of the general individual classification.

At each massed-start stage finish, the winner will receive a 10" time bonus, the second a 6" time bonus and the third a 4" time bonus.

At each of the following intermediate sprints, the winner will receive a 3" time bonus, the second a 2" time bonus and the third a 1" time bonus according to UCI art. 2.6.019:

2	9-May	Vercelli	154.7
3	10-May	Guarene	175.1
4	11-May	Fanano	180.2
5	12-May	Savignano sul Rubicone	136.4
6	13-May	Ascoli Piceno	146.3
7	14-May	Fossacesia Marina	125.5
8	15-May	Castelvenere	162.7
9	16-May	Rocca di Cambio	150.1
10	17-May	Campello sul Clitunno	121.2
11	19-May	Castelnuovo dell'Abate	136.1
12	20-May	Santa Sofia	187.9
13	21-May	Bagnolo San Vito	144.6
14	22-May	Arta Terme	186.2
15	23-May	Nova Gorica	144.0
16	24-May	Rocca Pietore	116.2
17	26-May	Mori	121.6
18	27-May	Broni	222.0
19	28-May	Scopetta	161.6
20	29-May	Madesimo	161.7

In individual time trial stages, no time bonus will be awarded (UCI art. 2.6.021).

ART.18

TIME LIMIT

In order to determine the maximum time limit allowed for each stage, these have been divided into five categories depending on the different nature of the route:

- "a" category: stages presenting no particular difficulty
- "b" category: stages presenting low difficulties
- "c" category: stages presenting medium difficulties
- "d" category: stages presenting high difficulties
- "e" category: individual time trial stages

Consequently, the time limit has been set out as follows:

- **for the "a" category**, the winner's time plus:
7% if the average speed is less than or equal to 40 km/h.
8% if the average speed is between 40 and 45 km/h
10% if the average speed is over 45 km/h
- **for the "b" category**, the winner's time plus:
9% if the average speed is less than or equal to 37 km/h
10% if the average speed is between 37 and 41 km/h
11% if the average speed is over 41 km/h
- **for the "c" category**, the winner's time plus:
11% if the average speed is less than or equal to 35 km/h
12% if the average speed is between 35 km and 39 km/h
13% if the average speed is over 39 km/h
- **for the "d" category**:
for stages longer than 150 km, the winner's time plus:

- 16% if the average speed is less than or equal to 30 km/h
- 17% if the average speed between 30 km/h and 34 km/h
- 18% if the average speed is over 34 km/h;

for stages measuring 150 km or less, the winner's time plus:

- 19% if the average speed is less than or equal to 30 km/h
- 21% if the average speed between 30 km/h and 34 km/h
- 22% if the average speed is over 34 km/h;

- **for the "e" category**, the winner's time plus 30%.

According to article 2.6.032 of the UCI Regulations, under exceptional circumstances, confirmed accidents or incidents, the Commissaires Panel, after consultation with the Organization Director, may readmit in the race any Rider finishing in a time exceeding the time limit, by increasing the latter by a maximum of 25% of the time set forth in this Article, after cancelling all the points the Rider has earned in each and every classification.

The time limit established, based on the winner's time expressed in minute seconds, shall be further rounded off to the successive superior minute.

Therefore, the stages of the 104th Giro d'Italia have been classified as follows:

"a" category: 2nd – 5th – 7th – 13th

"b" category: 10th – 18th

"c" category: 3rd – 4th – 6th – 8th – 12th – 15th

"d" category: 9th – 11th – 14th – 16th – 17th – 19th – 20th

"e" category: 1st – 21st

ART.19

TIMEKEEPING

The SWISS TIMING Time Keeping Service, in cooperation with the finish Judge will record the official race time for each Rider and for each classification.

Recorded time will be assigned to each rider, rounded down to the lower second.

In the event, for any reason whatsoever, it would not be possible to record the time of a rider, then the timekeepers and the finish Judge shall have the right to assign estimated times:

- A)** by assigning an intermediate time between the preceding Rider and the following one;
- B)** in case of crash, puncture or mechanical incident, as mentioned in Article 15 of these Regulations.

According to the provisions of art. 2.4.016 of the UCI Regulations, in time trial stages, times shall be taken to a hundredth of a second.

ART.20

CLASSIFICATIONS

Riders and teams standings are determined according to two kind of classifications: by time and by points; even if not specified, each of them is compliant with the sporting criteria set forth by the UCI Regulations.

Classifications by time

General individual classification shall be calculated on the basis of the sum of the times attributed to each rider, having considered the time allowances set forth in Article 17 above and the possible penalties, if any.

(UCI art. 2.6.014).

In the event of a draw in the general classification the first discriminating criteria is given by the hundreds recorded in the individual time trial stages, the second by the lower sum of the placing obtained in each stage. If the result is still tied, then the place obtained in the last stage shall be taken into consideration (UCI art. 2.6.015).

The Young individual classification by time will be reserved to Riders born since January 1st, 1996. The team classification shall be calculated on the basis of the sum of the three best times obtained by the Riders of each team.

If the result is tied, reference shall be made to the lower sum of the ranking of the three first

Riders of each team upon the stage finish. If the result is still tied, then reference shall be made to the best placement of the teams' best rider in the stage classification. General final classification is established by adding the times recorded by the Riders of each team in the event of a draw, the discriminating factor shall be the number of first places in the daily team classifications. In case of a further tie, reference shall be made to the number of second places in the daily team classifications, and so forth. If the result is still tied, the teams shall be separated by the ranking of their best rider in the general individual classification. (UCI art. 2.6.016)

Any team reduced to fewer than three riders shall be excluded from the general team classification.

Classifications by points

Classifications by points are obtained based on relevant results.

Final General Individual Classification by Points: in the event of a tie, the discriminating criteria shall be made by the number of stage victories. If there is still a draw, reference shall be made by the number of victories in intermediate sprints.

If there is a further draw, reference shall be made to the general individual classification by time (UCI art. 2.6.017).

General final Mountains Classification: in the event of a tie, reference shall be made to the first place obtained on the Cima Coppi (if any) and, secondly, to the number of first places obtained on first-category climbs. If there is still a draw, reference shall be made to the number of second category KOM victories, and so forth. If there is a further draw, reference shall be made to the final general classification by time.

Final classifications will only include riders who have completed the 104th Giro d'Italia.

Italian flag bib number

The stage winner will receive as distinguishing feature the Italian flag bib number to be worn the following stage.

ART.21

INFRINGEMENTS AND SANCTIONS

Infringements assessed during the Giro d'Italia will only be sanctioned according to the scale of penalties referred to in the UCI Regulations, and as outlined in the respective sanctions table under UCI Article 2.12.007.

According to the provisions of UCI art. 12.4.001 and thereafter, the UCI Disciplinary Commission can deliver a decision and take measures.

ART.22

DISCIPLINE AND PROCEDURES

Chapter 2 of Part 12, Discipline and Procedures, of the UCI Regulations regulates accordingly what is set forth in technical-disciplinary circumstances.

ART.23

ANTI-DOPING CONTROL

Anti-doping control will be made at the Mobile Medical Cabinet (Doping Control Station, DCS) located in the finish area at the end of each stage.

The designated Doping Control Officer (DCO) will enforce the procedures and the instructions in accordance with the UCI-ADR-TIR Regulations (Part 14 of the UCI Regulations).

ART.24

AWARDS CEREMONY

Upon finishing every stage and at the gathering at the start, when provided for, the winners are requested to attend on a priority base the prize-giving ceremony, according to the order set forth by the specific applicable regulations. The stage winner and the "Official Jerseys" holders in their quality of leaders of the classifications shall go to the podium immediately after crossing the finish line, for the official awards ceremony (art. 2.6.018 bis of the UCI Regulations).

The winners shall attend the ceremony in their race uniform, without wearing inadequate clothes or gears, and shall behave properly (art. 2.12.007, point 1.4 of the UCI Regulations). All winners who would refuse to attend the awards ceremony, save in case of

substantiated *force majeure* events, will have their prizes confiscated and both the riders and their Sport Directors will be subject to sanctions (art. 2.12.007, point 1.3 of the UCI Regulations).

ART.25
APPLICABLE GENERAL PROVISIONS

For all that is not regulated under the present regulation, the International Cycling Union Regulations shall apply.

ART.26
ENVIRONMENTAL PRESERVATION

By embracing the “Ride Green” project, the Organizer aims at making the Giro “eco-friendly” and sustainable, and is fully committed to respect the environment and all the areas crossed by the race. With the help of volunteers, students and staff from the Stage Committees, waste sorting will be implemented in the Hospitality areas at the start and the finish, so as to kick-off a waste recycling process that will be later quantified, rewarding the most actively engaged cities. In addition to the “Green Areas” (Article 13), immediately after the race, the Organization is in charge to collect, through dedicated staff, any objects and waste due to the race itself.

ART.27
REGULAR PRIZES

Regular prizes are divided in daily ones, as far as stage finish are concerned, and in general classification as far as the final rankings of the Giro are concerned.

Stage Finishes

For each stage finish, a prize of € 27,540 divided as follows:

STAGE FINISH DAILY PRIZES		
1 st classified	€	11.010
2 nd classified	€	5.508
3 rd classified	€	2.753
4 th classified	€	1.377
5 th classified	€	1.102

6 th classified	€	826
7 th classified	€	826
8 th classified	€	551
9 th classified	€	551
10 th classified	€	276
11 th classified	€	276
12 th classified	€	276
13 th classified	€	276
14 th classified	€	276
15 th classified	€	276
16 th classified	€	276
17 th classified	€	276
18 th classified	€	276
19 th classified	€	276
20 th classified	€	276
total	€	27.540
€ 27.540 x 21 stages		€ 578.340

Final General Individual Classification

A regular prize for the General Individual Classification of € 289,170 divided as follows:

FINAL GENERAL CLASSIFICATION PRIZES		
1 st classified	€	115.668
2 nd classified	€	58.412
3 rd classified	€	28.801
4 th classified	€	14.516
5 th classified	€	11.654
6 th classified	€	8.588
7 th classified	€	8.588
8 th classified	€	5.725
9 th classified	€	5.725
10 th classified	€	2.863
11 th classified	€	2.863
12 th classified	€	2.863
13 th classified	€	2.863
14 th classified	€	2.863
15 th classified	€	2.863

16 th classified	€	2.863
17 th classified	€	2.863
18 th classified	€	2.863
19 th classified	€	2.863
20 th classified	€	2.863
Total	€	289.170

Total Regular Prizes

Stage Finish	€	578.340
General Final Classif.	€	289.170
Total	€	867.510

ART.28

SPECIAL PRIZES

Special prizes of the 104th Giro d'Italia are offered by the Giro Management and awarded in compliance with the specific regulations set out hereinafter:

PRIZES FOR THE RIDERS

A – General classification special prizes

A special prize will be awarded in addition to the amount set forth for the regular prize:

GENERAL CLASSIFICATION SPECIAL PRIZES		
104 th Giro d'Italia Winner	€	150.000
2 th classified	€	75.000
3 rd classified	€	40.000
4 th classified	€	7.000
5 th classified	€	6.500
6 th classified	€	5.000
7 th classified	€	5.000
8 th classified	€	5.000
9 th classified	€	5.000
10 th classified	€	5.000
Total	€	303.500

B – “Maglia Rosa” prize

The rider who will wear the “Maglia Rosa” will receive an amount of € 2,000 on a daily basis.

Therefore, the overall amount of the prize will be as follows:

DAILY PRIZE		
Daily Maglia Rosa	€	2.000
€ 2.000 x 21 stages	€	42.000

C – Classification by points – “Maglia Ciclamino”

a) at each stage finish, according to the finish order and the stage category, the following points will be awarded:

a and **b** categories (first 15 classified): 50, 35, 25, 18, 14, 12, 10, 8, 7, 6, 5, 4, 3, 2, 1

c category (first 10 classified): 25, 18, 12, 8, 6, 5, 4, 3, 2, 1

d and **e** categories (first 10 classified): 15, 12, 9, 7, 6, 5, 4, 3, 2, 1

b) upon crossing each intermediate sprint (one per stage), the following points will be awarded according to the crossing order to the first 8 classified: 12, 8, 6, 5, 4, 3, 2, 1

2	09-May	Tricerro	139.6
3	10-May	Canelli	114.0
4	11-May	Rossena	86.8
5	12-May	Imola	70.0
6	13-May	Pieve Torina	56.7
7	14-May	Crecchio	93.1
8	15-May	Campobasso	84.0
9	16-May	Celano	121.9
10	17-May	Santa Rufina	46.9
11	19-May	Castiglion del Bosco	114.9
12	20-May	Sesto Fiorentino	73.8
13	21-May	Ferrara	67.5
14	22-May	Meduno	120.6
15	23-May	Mariano del Friuli	53.7
16	24-May	Agordo	90.9
17	26-May	Trento	91.3
18	27-May	Cremona	134.2
19	28-May	Baveno	107.6
20	29-May	Cannobbio	16.9

In case of a tie, the established score will be added and then divided among the entitled riders; possible decimals shall be rounded to the higher integer.

At the end of each stage, a classification will be prepared, taking into account the sum of the points won at the stage finish and at the intermediate sprints.

The first three winners of the daily points classification will be awarded with the following prizes:

DAILY CLASSIFICATION BY POINTS PRIZES		
1 st classified	€	800
2 nd classified	€	500
3 rd classified	€	200
Totale	€	1.500
€ 1,500 x 21 stages	€	31.500

Il punteggio sommato di giorno in giorno determinerà una classifica generale e il Corridore primo classificato avrà il diritto dovere di indossare la "Maglia Ciclamino" fornita dalla Direzione del Giro e riceverà un premio giornaliero di € 750:

PREMI GIORNALIERI		
Maglia Ciclamino di giornata	€	750
€ 750 x 21 stages	€	15.750

Al termine del Giro verrà compilata la classifica finale a punti e assegnati i seguenti premi:

FINAL POINTS CLASSIFICATION PRIZES		
1 st classified	€	10.000
2 nd classified	€	8.000
3 rd classified	€	6.000
4 th classified	€	4.000
5 th classified	€	3.000
Total	€	31.000

MAGLIA CICLAMINO OVERALL PRIZES		
Daily classif. prizes	€	31.500
Daily prizes	€	15.750
Final classif. prizes	€	31.000
Total	€	78.250

D – King of the Mountains – “Maglia Azzurra”

For the “best climber” classification, Riders will be granted special points, according to their passage order at the top of the climbs, which – based on their specific difficulties – have been divided into five categories:

CIMA COPPI

Passo Pordoi (16)

Points granted at KOM passage (first 9 classified): 50, 30, 20, 14, 10, 6, 4, 2, 1

1st CATEGORY CLIMBS (12)

Campo Felice (9), Monte Zoncolan (14), La Crosetta, Passo Fedaia, Passo Giau (16), Passo di San Valentino, Sega di Ala (17), Mottarone, Alpe di Mera (19), Passo San Bernardino, Splügenpass/Passo Spluga, Valle Spluga-Alpe Motta (20)

Points granted at KOM passage (first 8 classified): 40, 18, 12, 9, 6, 4, 2, 1

2nd CATEGORY CLIMBS (9)

Colle Passerino (4), Forca di Gualdo, Ascoli Piceno (San Giacomo) (6), Bocca della Selva (8), Passo Godi, Ovindoli (9), Passo della Consuma, Passo della Calla (12), Forcella Monte Rest (14)

Points granted at KOM passage (first 6 classified): 18, 8, 6, 4, 2, 1

3rd CATEGORY CLIMBS (11)

Piancanelli (3), Castello di Carpineti, Montemolino (4), Forca di Presta (6), Forca Caruso (9), Passo del Lume Spento, Passo del Lume Spento (11), Monte Morello, Passo del Carnaio (12), Sveseri (17), Passo della Colma (19)

Points granted at KOM passage (first 4 classified): 9, 4, 2, 1

4th CATEGORY CLIMBS (11)
Montechiaro d’Asti (2), Castino, Manera (4), Chieti (7), Guardia Sanframondi (8), Valico della Somma (10), Castello di Caneva (14), Gornje Cerovo, Gornje Cerovo, Gornje Cerovo (15), Castana (18)

Points granted at KOM passage (first 3 classified): 3, 2, 1

At the end of each stage, a classification will be drawn up, taking into account the sum of the points obtained in each categorised climb. The first three riders of the daily classification will be awarded with the following prizes:

DAILY MOUNTAINS CLASSIFICATION PRIZES		
1 st classified	€	700
2 nd classified	€	400
3 rd classified	€	200
total	€	1.300
€ 1.300 x 17 stages	€	22.100

The points scored by each rider will be added on a daily basis, therefore determining a general classification. The first rider in the classification shall have the right/duty to wear a “Maglia Azzurra” provided by the Giro Management and will receive a daily prize of € 750.

DAILY PRIZES		
Daily Maglia Azzurra	€	750
€ 750 x 20 stages	€	15.000

At the end of the Giro, the final classification by points will be drawn up and the following prizes will be awarded:

FINAL KOM CLASSIFICATION PRIZES		
1 st classified	€	5.000
2 nd classified	€	4.000
3 rd classified	€	3.000

4 th classified	€	2.000
5 th classified	€	1.000
Total	€	15.000

MAGLIA AZZURRA OVERALL PRIZES		
Daily classif. prizes	€	22.100
Daily prizes	€	15.000
Final classif. prizes	€	15.000
Total	€	52.100

E – Best Young Rider – “Maglia Bianca”

The Best Young Rider classification is reserved to riders born as of 1st January 1996. The first rider having the best placement in the general individual classification by time is the daily young leader. At the end of the last stage, the rider is the winner of the young classification. The rider will wear the young white jersey every day and will receive a daily prize of € 750.

DAILY PRIZES		
Daily Maglia Bianca	€	750
€ 750 x 21 stages	€	15.750

At the end of the Giro, the following prizes will be awarded according to the final classification:

FINAL CLASSIFICATION PRIZES		
1 st classified	€	10.000
2 nd classified	€	8.000
3 rd classified	€	6.000
4 th classified	€	4.000
5 th classified	€	2.000
Total	€	30.000

MAGLIA BIANCA OVERALL PRIZES		
Daily prizes	€	15.750
Final classif. prizes	€	30.000
Total	€	45.750

F – Intermediate sprints

A special Intermediate Sprints classification has been set out, with two intermediate sprints in each stage, exception being made for individual time trial stages.

Such intermediate sprints have been set out in the following locations:

2	9-May	Tricerro	139.6	Vercelli	154.7
3	10-May	Canelli	114.0	Guarene	175.1
4	11-May	Rossena	86.8	Fanano	180.2
5	12-May	Imola	70.0	Savignano sul Rubicone	136.4
6	13-May	Pieve Torina	56.7	Ascoli Piceno	146.3
7	14-May	Crecchio	93.1	Fossacesia Marina	125.5
8	15-May	Campobasso	84.0	Castelvenere	162.7
9	16-May	Celano	121.9	Rocca di Cambio	150.1
10	17-May	Santa Rufina	46.9	Campello sul Clitunno	121.2
11	19-May	Castiglion del Bosco	114.9	Castelnuovo dell'Abate	136.1
12	20-May	Sesto Fiorentino	73.8	Santa Sofia	187.9
13	21-May	Ferrara	67.5	Bagnolo San Vito	144.6
14	22-May	Meduno	120.6	Arta Terme	186.2
15	23-May	Mariano del Friuli	53.7	Nova Gorica	144.0
16	24-May	Agordo	90.9	Rocca Pietore	116.2
17	26-May	Trento	91.3	Mori	121.6
18	27-May	Cremona	134.2	Broni	222.0
19	28-May	Baveno	107.6	Scopetta	161.6
20	29-May	Cannobbio	16.9	Madesimo	161.7

At each intermediate sprint, points are awarded from the 1st to the 5th best-placed respectively as follows: 10, 6, 3, 2, 1.

At the end of each stage, a classification will be made, taking into consideration the sum of the points achieved at each Intermediate Sprint. The first five riders of the daily classification will be awarded the prizes indicated below.

The general classification is obtained by adding the points assigned to each rider.

a) AT EACH INTERMEDIATE SPRINT

INTERMEDIATE SPRINT DAILY PRIZES		
1 st classified	€	500
2 nd classified	€	400
3 rd classified	€	300
4 th classified	€	200
5 th classified	€	100
total	€	1.500
€ 1.500 x 19 TV	€	28.500

b) at the end of the Giro, the first five riders of the final classification will be awarded as follows:

INTERMEDIATE SPRINT FINAL PRIZES		
1 st classified	€	8.000
2 nd classified	€	6.000
3 rd classified	€	4.000
4 th classified	€	2.000
5 th classified	€	1.000
Total	€	21.000

INTERMEDIATE SPRINT OVERALL PRIZES		
Daily prizes	€	28.500
Final classif. prizes	€	21.000
Total	€	49.500

WAY PRIZE

This prize shall be awarded to the rider who, in each road race stage and all along the Giro d'Italia, will feature with special courage and tenacity the breakaway technical gesture. To the purposes of the official rankings, the "breakaway" shall mean an attack –solo or in a group including no more than ten (10) riders – covering a route of no less than five (5) kilometres.

The stage classification will be drawn up based on the breakaway kilometres established according to the provisions set out in the above paragraph. Proof shall be given by Radio Tour and certified in the official communiqués. In case of a tie, the winner of the "Breakaway Prize" shall be the rider who, totalizing an equal breakaway kilometres number, shall have obtained the best ranking in the official finish order.

The general classification shall be based on the sum of the breakaway kilometres totalized by each rider in the Giro d'Italia. The leader of the classification shall be the rider who has accrued the highest number of breakaway kilometres.

Each stage winner will receive a prize amounting to € 100.

DAILY PRIZES		
Daily breakaway	€	100
€ 100 x 19 stages	€	1.900

The winner of the final general classification will be awarded with a prize amounting to € 4,800.

Overall:

OVERALL BREAKAWAY PRIZES		
Daily prizes	€	1.900
Final classification prize	€	4.800
Total	€	6.700

H – FIGHTING SPIRIT PRIZE

The rider who struggles in order to achieve results in all the competitive moments of the race is considered as having a great "Fighting Spirit". Therefore, points will be awarded according to the ranking in the following points:

RANKING		1°	2°	3°	4°	5°	6°
		clas-sifi-cato	clas-sifi-cato	clas-sifi-cato	clas-sifi-cato	clas-sifi-cato	clas-sifi-cato
Finish	points	6	5	4	3	2	1
IS	points	5	4	3	2	1	-
KOM (Cima Coppi and 1 st cat.)	points	4	3	2	1	-	-
KOM (2 nd cat.)	points	3	2	1	-	-	-
KOM (3 rd cat.)	points	2	1	-	-	-	-
KOM (4 th cat.)	points	1	-	-	-	-	-

Every day, the sum of the points obtained by each rider shall determine a classification, and the rider who will obtain the best score shall be declared "FIGHTING SPIRIT OF THE STAGE" and will be awarded with a daily prize of € 300:

DAILY PRIZES		
Daily Fighting Spirit	€	300
€ 300 x 21 stages	€	6.300

At the end of the Giro, the rider who will have accrued the maximum score will be declared as "SUPER FIGHTING SPIRIT" and will be awarded with the following prize:

Fighting Spirit Prize	€	4.000
Total	€	4.000

And therefore overall:

FIGHTING SPIRIT OVERALL PRIZES		
Daily prizes	€	6.300
Final classif. prizes	€	4.000
Total	€	10.300

PRIZES FOR THE TEAMS

A – Team classification by time – “Super Team”

Starting from the first stage, both a stage and general classifications will be set out: they will take into account the times of the riders belonging to the same team.

For each stage, the sum of the three best individual times for each team will determine the team time valid for the purposes of the stage classification.

In the event of a tie, the first classified team shall be the one that, based on the sums of the rankings of its three riders, shall have obtained the lower score.

After each stage finish, the following prizes will be awarded:

SUPER TEAM DAILY PRIZES		
1 st team	€	500
2 nd team	€	300
3 rd team	€	100
total	€	900
€ 900 x 21 stages	€	18.900

At the end of the Giro, the general classification will be issued, based on the sum of the times achieved by each team according to Article 20 awarding the following prizes:

SUPER TEAM FINAL PRIZES		
1 st team	€	5.000
2 nd team	€	4.000
3 rd team	€	3.000
4 th team	€	2.000
5 th team	€	1.000
Totale	€	15.000

and therefore overall:

SUPER TEAM OVERALL PRIZES		
Daily prizes	€	18.900
Final classification prize	€	15.000
Total	€	33.900

B – FAIR PLAY PRIZE

The Giro Management, drawing inspiration from the principle of reciprocal fair play in sporting events, fostered and promoted by Panathlon International, intends to emphasize the riders’ behaviour thus awarding a prize to the team that have proven to have better complied with the applicable regulations.

Therefore, the violations set forth in the disciplinary rules have been grouped in seven categories and penalties have been ascribed thereof.

The violations – along with their relative points given to the team on a daily basis – have been identified as follows:

VIOLATIONS		
Warning	points	0,50
Fines	points	1 per each CHF 10
Time penalty	points	2 per each second
Downgrading (rider)	points	100

Downgrading (team car)	points	100
Disqualification from the race or exclusion from the finish order	points	1.000
Positive result in the anti-doping testing	points	2.000

Such penalties, imposed to riders, Sports Directors or other members of that same Team officially accredited, as well as fines directly imposed to the Team shall be summed and will represent the score which will determine the general classification. The team that will have totalized the lower score will be the winner of the “FAIR PLAY PRIZE”

In the event of a tie, the separation for the placing is the ranking in the general classification of the team’s best rider.

The following prizes will be awarded at the end of the Giro:

FAIR PLAY FINAL PRIZES		
1 st team	€	5.000
2 nd team	€	3.000
3 rd team	€	2.000
Total	€	10.000

ART.29 DISPUTES

Any dispute concerning the awarding of the special prizes shall fall within the scope of competence of the 104th Giro d’Italia Management.

The present regulation was drawn up in Italian. In the event of any dispute, the Italian version shall prevail.

SUMMARY OF THE PRIZES

REGULAR PRIZES

REGULAR PRIZES		
Stage Finishes	€	578.340
General Final Classif.	€	289.170
Total	€	867.510

SPECIAL PRIZES

TO RIDERS

RIDERS’ SPECIAL PRIZES		
General Classification	€	303.500
Maglia Rosa	€	42.000
Points Classification	€	78.250
Mountain Classification	€	52.100
Best Young Rider	€	45.750
Intermediate Sprints	€	49.500
Breakaway Prize	€	6.700
Fighting Spirit Prize	€	10.300
Total	€	588.100

TO TEAMS

TEAMS’ SPECIAL PRIZES		
Team Classification by time	€	33.900
Fair Play Prize	€	10.000
Total	€	43.900

Overall:

REGULAR AND SPECIAL PRIZES		
Riders' Regular Prizes	€	867.510
Riders' Special Prizes	€	588.100
Teams' Special Prizes	€	43.900
Total	€	1.499.510

The above charts refer to the value that the Organization makes available to the A.C.C.P.I. for sharing out to the associates and/or to the delegating parties.